Welcome Aboard The

“LATERISER”

Operation & Inventory Manual

USERS MANUAL FOR THE "LATERISER"

Welcome aboard the "LATERISER". The "LATERISER" is a 1994 43-foot Bayliner model 4388 that was named for the laid-back and relaxing owners that she has had. She was manufactured in Arlington, Washington and is 43 feet long and has a beam of 14'3".

LATERISER's Home Port is Anchorage, Alaska and she was moored for three years in Seward, Alaska before moving down to Washington in 1997. She is now moored in Anacortes, Washington.

We have put together this manual for you to become familiar with the "LATERISER". Please take a few moments to read through this and please ask any charter company staff any questions that may come up and we have not covered. Also, please be sure to have the staff pass on to us any additional information or items that we should add to our manual.

We hope that you and your crew have a wonderful, safe and enjoyable cruise.

TABLE OF CONTENTS

1. BOAT SPECIFICATIONS / LAYOUT . . . . . .Page 4

2. PRE-CRUISE PREPARATION. . . . . .Page 6

3. STARTING ENGINES AND CRUISING. . . . . Page 7

4. PUTTING ON FUEL AND WATER . . . . . Page 11

5. ELECTRONICS . . . . . Page 12

A. VHF RADIOS
B. DEPTH SOUNDER
C. GPS CHART PLOTTER
D. RADAR
E. CB RADIO

6. ANCHORING . . . . . Page 13

7. ELECTRICAL SYSTEM . . . . . .Page 15

8. GALLEY . . . . . Page 18

A. STOVE/OVEN
B. WATER SYSTEM
C. REFRIGERATOR
D. MICROWAVE OVEN
E. SALON BED

9. HEAD/SHOWER/BILGE PUMPS . . . . . Page 19

A. MARINE SANITATION SYSTEM
B. SHOWER
C. BILGE PUMPS

10. ELECTRIC HEAT/DIESEL FURNACE/WATER HEATER . . . .Page 21

11. DINGHY LAUNCH AND RECOVERY . . . . . . Page 22

12. RETURNING TO PORT (DOCKING PROCEDURES) . . . . . Page 23

13. CHECK LIST WHEN RETURNING TO MARINA. . . . . .Page 24

14. WHAT TO BRING . . . . . Page 25

1. SPECIFICATIONS

LATERISER

1994 43’ Bayliner Motor yacht

ENGINES	Diesels, Twin 250 HP Hino
CRUISING SPEED	2450 RPM – 14 Knots
FUEL COMSUMPTION	12 – 14 GPH (approximately)
FUEL CAPACITY	300 Gallons
WATER CAPACITY	100 Gallons
HOLDING TANK CAPACITY	48 Gallons
LENGTH OVERALL (LOA)	46’
BEAM	14’3”
DRAFT	Approximately 4 feet
GENERATOR	Westerbeke 8 KW generator
INVERTER	Prowatt 1750
DEPTH SOUNDER	Sytex Color Video Fly Bridge Standard; Digital
RADAR	Pilothouse; 16 mile

NAVIGATION	Garmin GPS/Chart Plotter
VHF RADIO	Pilothouse Standard; Horizon Infinity Fly Bridge Standard; Horizon Explorer 1
CB RADIO	Pilothouse:
STOVE/OVEN	SEAWARD 3 BURNER PROPANE
MICROWAVE	G.E.
REFRIGERATOR/FREEZER	DC
ICE MAKER	U LINE AC
DINGHY OUTBOARD	CIB 10 foot inflatable 4 ½ HP JOHNSON
ENGINE OIL GENERATOR	DELO 400 15/40 DELO 400 15/40

2. PRE-START CHECK

Before starting engines for departure, complete a pre-start inspection. The "Check-in" inspections should identify any obvious items of concern, but the charter skipper must take full responsibility for checking out the equipment on a regular basis throughout the cruise. Prior to starting the engines each time the skipper must check crankcase oil, coolant levels, sea-water strainer, steering hydraulic fluid and perform a general sight inspection to the engine compartment equipment and bilge (Be sure to look for any signs of excessive belt wear, leaks, loose fittings, etc.). Make certain that the two seacock valves supplying seawater to the engines are open (in a vertical position). Also make sure that all items stowed away in lockers or compartments are properly secured.

Please note, that a slow dripping leak around the drive shaft log where its exits the hull is part of the normal lubricating process of the shaft.

If there are any questions regarding these procedures, PLEASE be sure to ask for further instructions from the checkout staff person from Anacortes Yacht Charters. There are never any dumb questions.

Also, be sure to check to make sure the front hatch skylights and side portholes are closed before cruising. You don't want to have a wet, cold bed after a long day of cruising.

There are 8 fenders.

THE LIFEJACKETS ARE FOUND IN THE STORAGE AREA UNDER THE MAIN SALON COUCH SEATS.

3. STARTING ENGINES AND CRUISING

NOTE: It is not necessary to pre-heat the engines unless the outside temperature is approximately 30 degrees Fahrenheit or colder.

Start one engine at a time (recommend the Port engine first). Turn the ignition key fully clockwise until the engine starts and release the key. If the engine does not start after two to three seconds, release the key, wait ten to fifteen seconds, and then try again. The engine oil pressure/temperature alarm will sound during the start up until the engine starts and the oil pressure reaches normal operating range. If the alarm persists, check the oil pressure gauge reading and shut the engine off. If the alarms sound at any time during operation, check the gauges to determine what the problem is (oil pressure or engine temperature), and shut that engine off.

After the engines have been started, check the oil pressure gauges, voltmeters, and fuel gauges. Check all gauges frequently while cruising. Do not allow the fuel tank to go below one-third full to prevent air from enter the fuel lines on a heavy roll during high sea conditions.

Check the engine exhausts to be sure that exhaust water is flowing from the exhaust outlets. Let the engines warm at idle for at least 5 minutes prior to shoving off or raising anchor. Whenever you are shifting the transmission lever (the black handle) be certain that the throttle is in the **FULL IDLE position**. Hesitate momentarily at neutral position when shifting forward to reverse and visa versa. We request that, for normal cruising, the engines be operated around 2300 rpm. At this engine speed you will be traveling approximately 14 knots, while still realizing good fuel efficiency. In case of an emergency, when travel is of extreme importance, the engine may be run at higher rpm's for a short period of time.

Any switches that are turned on while at the upper helm cannot be turned off at the lower helm, such as blowers or anchor lights. After you are through cruising, double check to see that every unwanted accessory is off. This will avoid a low battery.

GAUGES

It is important that you monitor the gauges regularly. The oil pressure should be between 60-75 PSI. The starboard engine will always run a little hotter than the port because of the different accessory items that each engine runs. The starboard engine cruises at 185 degrees, and the port at 170 degrees.

You will hear two alarms when starting each engine. These are the low oil pressure alarms. If these alarms go off while underway or making maneuvers, immediately check all gauges

and shut down the engine as soon as it is safe to do so. If the engine temperature exceeds 200 degrees, this means that the engine is not getting enough water to keep it cool. Refer to "Engines" in this manual on how to trouble shoot.

The fuel gauges are located at the main helm only, and are very accurate. At the upper helm you will find two other gauges not found at the lower helm. You will find an hour meter, this shows you how much time is being put on the boat for maintenance purposes.

TRIM TABS

The best technique for the initial use of the trim tabs is to first remove all trim by pushing the trim switch "bow up". After obtaining a desirable RPM and speed, gradually press, "bow down" in ½ second intervals until desired boat deck angle is obtained (about3-4 degree bow up).

If you trim slightly "bow down" in light chop, your ride will be a lot smoother, however, spray from the bow wave will make the boat wetter. If you trim"bow up" or "no trim" in heavy chop, following seas or rough seas, the boat will be safer, and broaching potential is decreased. The boat will be a lot drier when running in windy conditions, if you remove all trim, and run bow up. In smooth water, your ride will be great, and fuel consumption will be minimal (about 14GPH), if you trim for max speed @ 2300 RPM's.

Do not run the engines above 2500 RPM for extended periods. Above 2500 RPM, very little speed is gained; fuel consumption goes up dramatically; overheating can occur, because the engines are laboring; and it can damage the transmission drive gears. At 2300 RPM you will be cruising at a safe, calm and fuel-efficient speed. The "most efficient" RPM for the Hino diesel is 2200 RPM. This RPM will give you the longest range (about 250 nautical miles).

THROTTLES AND SHIFT LEVERS

Gentle positive movement of the throttles and shift levers is required to prevent unusual wear or damage to the mechanisms. NEVER SHIFT THE TRANSMISSION UNLESS THE ENGINES ARE IN IDLE. (ABOUT 600-1000 rpm). ALWAYS PAUSE FOR A MOMENT IN NEUTRAL POSITION BEFORE SHIFTING FROM REVERSE TO FORWARD.

SPOTLIGHT

There is a remote control spotlight at the bow of the boat that is controlled from the bridge. The spotlight is on a turntable. Keep the cover on the spotlight when not in use. Remember to remove the cover prior to use to prevent burning or scorching the cover.

There is a hand held rechargeable spotlight located above the pilot seat. Never use this while it is being recharged.

ANCHOR LIGHT
The light must be used at night when anchored or tied to a mooring buoy. The switch is located at both helms.

BELL
The bell is located on the wall to the port side of the sliding entry door.

LIFE RING
The life ring is stored above the batteries. DO NOT USE THE LIFE RING AS A RECREATIONAL TOY. It is there for emergencies only.

ENGINE ROOM
Do not store propane and or fuel in the engine room or in the cockpit lockers. Excess fumes may create a fire or an explosion.

TOOL BOX

The tools are for your use so you can make emergency repairs. The tools might be a survival necessity for the next "LATERISER" user. Please replace tools when through using them. Please spray a small amount of spray lubricant on any tools that get wet. These tools have been inventoried and if found missing, any replacement fee will be charged to your account.

SPARE PARTS
You will find large tubs in the engine room or by the generator, with miscellaneous spare parts such as: oil filters, water pump impellers, a head pump repair kit, and cleaning supply tools. Please familiarize yourself with all of the parts. They may be helpful to you in case you need to repair anything.

MEDICAL – FIRST AID KIT
This is located in the cabinet in the master head.

FLARE KIT
This is located to the starboard side of the sliding door.

FLASHLIGHT & BATTERIES
Located in the cabinet beside the electrical distribution panel.

IMPORTANT!!!!!!!! In the Pacific Northwest waters, drifting debris (deadheads) is extremely common and much of the debris is large enough to do major damage to moving boats. Always use extreme caution while underway and be constantly alert for drifting debris and rocks just below the water's surface. For this reason and because accidents are much more likely to occur during times of low visibility, do not travel after dusk, before dawn, or in the fog!

ALSO, NEVER OPERATE THIS VESSEL WHILE UNDER THE INFLUENCE OF ALCOHOL OR DRUGS.

To stop the engines, press the engine kill buttons located above the ignition key until the engine has stopped then turn off the key.

4. PUTTING ON FUEL AND WATER

Fueling:

Fuel the boat **BEFORE** the tanks reach one-third full whenever possible. The diesel fuel fill ports are located on each side of the boat just forward of the deck.

Make certain that you have properly identified the diesel fill cap prior to opening it for fuel. NOTE that there is also a waste tank cap and

NEVER fill the water tank and the fuel tanks at the same time and **DO NOT** remove any cap until you are ready to fill that tank. Take all precautions necessary to avoid allowing any water to enter the fuel tank!

NOTE: Always fill the fuel tanks only with clean, #2 Diesel Fuel oil.

To avoid spills and/or overfilling of the fuel tanks, always be attentive to the fueling procedure. Listen carefully to the sound of the fuel entering the tank. There will be a noticeable change in the pitch of the sound as the tank is nearing full. Fill the remainder of the tank cautiously. A drop or two of fuel out of the overflow vent should be all that is allowed. Always have an absorbent pad handy while fueling to immediately clean up any inadvertent overflow. Clean any residual fuel off the deck and side of the hull (from overflow vent) with soap and water **(BE SURE FUEL CAP HAS BEEN SECURELY REPLACED.)**

POTABLE WATER SUPPLY:

The water tank holds 100 gallons, with the fill being located on the starboard side. This is enough for several days of use if used very sparingly. It is advised that you fill the tank every day that water is available. On days that water is not available, monitor the water tank level on the gauge, located in the electrical panel. Press the rocker switch to activate the monitor. Always be cautious of conserving your fresh water. Fresh water is often the item in shortest supply.

5. ELECTRONICS

This will be a brief overview of the proper use of the several pieces of electronic equipment on board the **"LATERISER".** For further instructions on the use of a particular piece of equipment, the operating instructions are located in the binders, on the starboard side of the boat beside the pilot seat or behind it.

A) VHF RADIOS: There are two fixed VHF radios on board. One radio is located in the flying bridge under the helm. The second radio is located in the main cabin above the pilots seat. Please refer to the manufacture's brochures and the Marine Communications brochure for use of marine VHF radios. The charter company monitors Channel 16 and will ask you to switch to Channel 68 as their working channel.

B) DEPTH SOUNDERS: There are two depth sounders on board, one at each station. The rocker switch located on the flying bridge instrument panel activates the digital depth sounder on the flying bridge. A color video fish finder/depth sounder is located at the lower station. Please refer to the individual equipment manual for full instructions. Remember that the "LATERISER" draws approximately 4 feet of water and that the depth sounds are not always precisely accurate. Piloting should always be done with an accurate chart, not the depth sounder alone.

ALWAYS be extremely conservative when judging the relationship of the boat to the bottom. Any encounter with the bottom can be extremely costly---if not life threatening!!

C) GPS/CHART PLOTTER: The chip in the unit has the data from Olympia to the north end of Vancouver Island. **See note below.**

RADAR: There is an Apelco Radar, which is available to assist you in navigating the boat. Please refer to the individual equipment manual for full instructions. We advise operating the radar while cruising in fair weather it will allow you to see and understand the source of your surroundings before the fog or foul weather sets in.

PLEASE NOTE: These electronic navigation aids are only supplements to the skipper's careful preparation through thoughtful study of the navigational charts and tide tables provided on board.

6. ANCHORING

The **LATERISER is** provided with a main and spare anchor and rode (anchor line). The main anchor has 30 feet of chain and 500 feet of line. The spare anchor has 20 feet of chain and 150 feet of line stored in the anchor locker at the bow of the boat.

The main anchor is in place on the bow and the bitter end is tied off to an eyebolt in the chain locker below the windlass. In order to operate the windlass, the windlass switch located on the electrical panel in the main cabin must be turned in "ON" position. Prior to anchoring the windlass cover must be removed and the fore deck cleared. Keep fingers and shoelaces clear of the windlass and chain during operation! The windlass is operated from the deck switches located beside the windlass. One is the **"UP"** switch and the other is the **"DOWN"** switch.

When the boat has been maneuvered into the desired position (be mindful of wind, tide changes and the swing of adjacent boat at anchor) and brought to a standstill, the skipper should signal the windlass operator to commence lowering the anchor. Care must be taken to assure that the rode is feeding properly at all times. Take additional care when setting and retrieving the anchor that the rode feeds through the sleeve in the deck.

NOTE: The anchor works to its optimum holding capacity when there is adequate scope on the anchor rode. A ratio 7:1 rode to water depth is considered optimum.

On the other hand it is sometimes disadvantageous to have that much line out in a tight anchorage. In these situations it is possible to set the anchor with the 7:1 scope and then retrieve line until you have approximately a 4:1 scope. Another method is to utilize a shorter scope and tie to shore with a stern line. Be careful that you remain far enough off shore to account for low tide change.

When lowering the anchor the skipper should slowly reverse the boat while chain is fed out until the anchor has a good bite and that it prevents the boat from moving in reverse. When there is adequate rode for a proper scope, the anchor is set and the line is secured, then the engine can be shut off.

Prior to weighing, both engines should be restarted (following the typical pre-check) and allowed to warm up for 5 minutes. Turn on the windlass power switch to the "ON" position and have the operator assume his/her position. The skipper, in communication with the windlass operator, must position the boat over the anchor while the windlass operator is retrieving the slackening line.

NEVER USE THE WINDLASS TO PULL THE BOAT TO THE ANCHOR

When the bow is directly over the anchor, the windlass operator can retrieve the anchor while being careful that the rode is feeding properly over the bow roller, through the windlass gypsy, and through the deck sleeve. Be careful to prevent the anchor from swinging against the hull. Clean all bottom debris from the anchor before retrieving completely. Snub off the anchor to avoid excessive movement while cruising and turn off the windlass power switch when the procedure is complete.

NOTE: BE SURE TO CHECK CHARTS, DEPTH SOUNDER, AND TIDE TABLE FOR ADEQUATE WATER AT ANCHORAGE DURING LOW TIDE

CAUTION: The windlass operator is responsible for turning on windlass prior to anchoring or weighing and turning off after. Incidental activation of windlass can result in serious injury.

7. ELECTRICAL SYSTEMS

There are two separate electrical systems on board: 12 Volt DC and 120 AC. Both electrical panels are located on the starboard side of the salon.

A. DC SYSTEM (12 VOLT BATTERY)

This system powers most lights, and all pumps, electronics, anchor winch, engine starters and the refrigerator/freezer.

1. To charge all batteries you must activate the "Battery Charger" switch on the AC panel, when connected to shore power or charging off the generator. Batteries should be recharged daily. Either (a) run the engines for at least 3-4 hours; or (b) charge using shore power overnight; (c) run the generator for at least 3-4 hours.

2. The main battery selector switches are located in the engine room. These consist of separate switches for the engines, house and generator batteries. There is also a cross over switch that in the event of low engine battery allows the engine and house battery to be tied together. The cross over switch should always be in the OFF position when not needed.

B. AC SYSTEMS (120 VOLTS)

There are two sources for AC power for this boat: (1) Shore power and (2) generator. Only one of these sources can be used at one time.

1. SHORE POWER: Dock shore power facilities come in three forms: 50AMP service, 30 AMP service, and 20 AMP service. Most U.S. Marinas and docks have 50 or 30 AMP service. Many, but not all, Canadian marinas and docks have 20 AMP service. The "LATERISER" has 2 power cords for 30 amp service (they may be connected end to end). There is a conversion cord for connecting to a 20 AMP plug. When plugging into shore power you only need to use the plug marked #1. This will energize all of the AC circuits. With 30 AMP service, you will need to pick what power requirements you want to use. With 20 AMP service, you will have to be careful what onboard circuits you have on.

2. Required connection sequence of shore power cord from the boat to the dock. Turn the dockside master breaker off. Connect the female end of the shore

power cord to the line #1 electrical fitting located on the exterior starboard side of the boat. Connect the other end of the cord to the electrical power outlet on the dock; an adapter may be necessary for this connection.

When connecting to the shore outlet, be sure the shore outlet breaker is in the "OFF" position. After completing hook-up, turn on the shore breaker. The line one green polarity indicator will be on, indicating that the shore power is properly connected.

In the unlikely event that the red polarity hazard warning light comes on, DO NOT flip the dock side, master breaker to the "ON" position disconnect the shore end of the cord from the boat. Reverse procedure when reconnecting to shore power. Tell the marina management that there is an apparent polarity problem. DO NOT TRY TO CORRECT THIS PROBLEM YOURSELF.

NOTE: Marina's electrical systems are notoriously underpowered. Breakers on the electrical panel may trip to "off", or the breaker on the dock may trip off it too much power is being used. Return breaker switch to the "on" position to restore power. To compensate for this problem reduce the amount of power being consumed on the boat. Some experimentation may be necessary, but typically turning off the hot water heater when using the heat and microwave will be sufficient.

INVERTER:
There is a 1750 watt inverter located in the engine compartment. A remote on/off switch is located in the electrical panel. The inverter must be turned on at the unit for the remote switch to work. There are four outlets which are wired to the inverter (starboard salon, galley, master bath and stateroom) plus the outlet on the unit. They are white with the blue dots. The microware can be powered by the inverter but the engines should be running if it is used for more than a minute because it uses so much power. The inverter, when it is on, causes interference with the AM radio signal. See the operation manual for items like rechargeable flashlight which should not be plugged into the inverter.

GENERATOR: The generator will supply ample 110-volt power when the boat is underway, at anchor, or where shore power is not available dockside. See the generator manual for full operating instructions. The generator is located under the rear hatch floor door. It is important that you check the oil prior to starting. The generator is the thing that you don't want to lose, especially when you are out in a secluded area away from other power and other vessels.

"LATERISER" is equipped with a Westerbeke 8 KW/ 60 cycle generator. The generator is of little use if you are hooked up to dock power or do not anchor a lot. If you do anchor you may find that your batteries will need to be re-charged. This is done with the generator. If you decide to use different electrical items when at anchor, the generator will be needed.

Keep in mind that a Hair Dryer uses 1500 Watts, a Hot Water Heater uses 1500 Watts, the microwave uses 1000 Watts.

Brief instructions to start the Generator: Go to the main electrical panel. To the right there is a switch marked “shore”, “off”, “Ship”. Hold the pre-heat switch down while starting the generator (the starter motor won’t work if not held down for approximately 15 seconds before turning the start switch on.) Keep the start switch turned until the generator oil pressure rises to at least 24 and the generator motor comes on. This will take approximately 5 seconds after the generator starts. If the generator does not start within 30 seconds, wait 3minutes and then repeat the sequence. You need to turn the selector switch to ship power and the meter should show that there is 110V.

Failure to allow running time for the generator engine cooling can result in engine damage. Run the generator with no load on it for 3 minutes before stopping. Move the rotary switch to the “off” “position between” shore and “ship”, and allow the generator to run “no load” for 3 minutes. After cooling, move the starter switch to “stop”.

TYING UP TO A BUOY

Tie the mooring line tight and secure to the buoy so that the rope will not chafe or saw off due to the rough nature of most buoy rings.

When at anchor or tied up to a buoy, the Coast Guard rules require you to display the anchor light at night. The switch is located at either helm. Spare anchor light bulbs are in the spare parts box. The light is 12V, and the ships batteries will easily power it over night.

BATTERY CHARGE WHEN ON SHORE POWER OR OPERATING THE GENERATOR:

1. Turn on master breaker line one.
2. Turn on battery charger, breaker on AC panel.

STEREO-MAIN SALON

Make sure you turn off the stereo after use. This could run down your accessory batteries if left on long enough. Operations manual is located in cabinet.

STEREO – UPPER HELM

There is a radio located in the compartment under the wheel.

8. GALLEY

A. RANGE

The "LATERISER" is equipped with a 3 burner propane range with oven. The switch to operate the propane regulator located beside the sink. Push the on/off button to activate the propane system. It should be turned off when not in use. This unit also has an automatic shut off with a propane sensor located below the oven. Read the "Fireboy" manual for more detailed operating instruction. Remember that propane is heavier then air so it will seek the lowest point possible if there is a leak.

B. WATER SYSTEM

Domestic Water:
THE "LATERISER" carries 100 gallons of fresh water and is equipped with water level indicator on the starboard side of the main cabin panel box. Because the indicator is not 100% accurate, the water tank should be topped off frequently to avoid the possibility of running short of potable water. The water fill cap is located on the outside starboard side of the boat next to the pilots' chair. Be sure that you locate the fresh water, labeled as such, and not the pump out cap.

A standby domestic water pump has been installed beside the main water pump located in the small area accessed thru the door beside the mid berth. To change to the standby pump, first turn off the water pump power in the electrical panel. Disconnect the red wire from the bad pump and attach the red wire from the other pump to the brown wire where the original wire was attached. Loosen the white nut on the clear water filter and undo the filter from the pump. Attach the filter to the good pump. Tighten the white nut. Loosen the nut at the elbow on the other side of the pump and disconnect the short gray tubing from the elbow. Push the brass fitting at the end of the clear tubing into the gray tubing and attach with the hose clamp that is with the clear tubing. Turn the power back on and check for leaks. **Be sure** to notify the charter company about switching the pumps.

Salt Water Wash Down:
On the starboard side of the console is a small door. Inside is a water faucet. The pump switch is located beside the ladder labeled "shower" (must be a Bayliner joke). Be sure to turn the switch off when not in use.

Swim Platform Shower:
This is a fresh water faucet so be careful about how much water you use.

C. REFRIGERATOR/FREEZER

The refrigerator uses a lot of power, so be sure that your batteries are recharged daily. It is important not to leave the door open for any period of time. The temperature control for both units is located in the port refrigerator. Normal operation setting is 1/3. At night it can be turned down to 1 to save energy.

D. MICROWAVE

This microwave operates like your standard microwave at home. Use normal precautions about foil and containers. Before operating the microwave, make sure the breaker switch on the AC master panel is ON. Instructions are located in the operation manual.

E. SALON BED

To turn the dinette table into a queen size bed, push the tabletop down to the bench level. There is a 4" pad that sits on top of the tabletop to complete the mattress. Under the salon seats you will find a storage area where the Life Jackets are stored.

UNDER BED DRAWERS

There is amble drawer space under the two cabins beds and are available for your use. They should be empty upon your arrival.

9. HEAD, SHOWERS, BILGE PUMPS :

Both heads have under sink and cabinet storage. This storage is available for your use. The holding tank has an 80-gallon capacity. Both heads are manual flush type, and are connected to a "Y" valve to direct discharge to the holding tank. This "Y" valve is located in the storage area accessed through the side door by the bed in the mid stateroom. The "Y" should always be set to discharge to the holding tank.

Plugged heads can make your cruise extremely uncomfortable. A marine head is a complicated mechanism. If you toss even the smallest thing into it, from a paper matchstick to a hank of hair, it will probably choke. So alert **ALL Crewmembers** to the simple precautions.

REMEMBER! THERE ARE NO PLUMBERS AT SEA!!

Use only marine toilet paper, which is biodegradable. Use a **minimum amount** of tissue and pump sufficiently so that all material is fully pumped through. The toilets use salt water so don't skimp on the water, there's lot of it out there.

Deodorizers and waste treatment products are provided on board in the head cabinets. Please follow the instructions on the labels for desired results. After pumping out the holding tank, put deodorizer into toilet and flush it into the tank.

DO NOT put foreign materials into the toilets. Tampon type materials that swell when wet are the worst offenders. Makeup tissue, paper towels, cotton balls, hair and even a matchstick, can also clog the discharge value.

FEDERAL LAW PROHIBITS DISCHARGING OF ANY REFUSE MATTER INTO THE WATERS OF THE UNITED STATES WITHIN A DISTANCE OF THREE MILES FROM THE COASTLINE.

There is a holding tank "FULL" alert light located beside the fresh water gauge panel. **When the light comes on, you are five to six flushes from the tank overflow.** You have two options to empty the holding tank.

A. Holding tank pump out stations for removal of waste are located at selected harbors and state parks. Check with the charter company for availability of waste removal facilities. The waste removal port for pumping the holding tank at stations is located on the starboard side of the boat, and is labeled WASTE. While the holding tank capacity is 80 gallons. It fills rather quickly. The water used to pump waste from the heads to the holding tanks, adds significantly to the volume. Two couples and a long weekend usually means a full tank, so keep an eye on the FULL TANK alert light.

B. If in waters where you can **LEGALLY** dump the tank, the switches are located at the bottom of the electrical panel. When both rocker switches are held down, the pump will run.

SHOWER

A sump pump removes the shower gray water for the shower. The pump has an automatic switch. Make sure that the drain is clear.

BILGE PUMPS

There are three bilge pumps on board that work automatically, even when circuit breakers are off. One is located under the storage well between the main engines, one below the hot water tank, and the third by the generator. Each bilge pump is equipped with a float switch that will activate automatically when water reaches a preset level in the bilge. Nevertheless, the bilge pumps should be checked frequently. There are also 2 manually activated bilge pumps which are switched from the lower helm. If bilge water is present and the pump motor is running, check to see if the pump is clogged with debris.

10. ELECTRIC HEAT/DIESEL FURNACE/HOT WATER HEATER

A. AC ELECTRIC HEAT:

The AC electric heat can only be operated while on dockside power or generator. The thermostat control knobs are located in the main salon and in each stateroom. You may find that you may not be able to run all three heaters at the same time on the dockside power, depending upon your shore power supply.

B. DIESEL FURNACE:

The "LATERISER" is equipped with a Wallas diesel furnace. The controls for this furnace are located on the lower helm. The heater is either on or off. The output is controlled by the switch from 4,000 BTUs (LOW) to 14,000 BTUs (HIGH). To start the heater, press the rocker switch to heat. The fan will start and in about 5 minutes the burner starts. To shut the heater off, switch to OFF. It uses very little power and fuel on low, so it can be run all night long if needed. Be sure to turn it off when it is not needed. See the operations manual for complete instructions. If the furnace is run at a low setting for more then an hour, it should be run at high for 3 minutes prior to shut down to prevent damage to the burner.

C. ENGINE CABIN HEAT:

The HIGH/LOW/OFF switch for this heat is located at the top of the steps. The heater gets its hot water from the starboard engine.

D. WATER HEATER:

The water heater is located in the area behind the door in the mid stateroom. Always ensure that there is water in the water heater to avoid damaging the 110-volt heating element inside. There is also a heat exchanger system integrated with the port engine that supplies heat to the hot water system as well. **Use care** when using the hot water system after running the port engine for an extended period of time, as the hot water could be VERY HOT.

11. DINGHY LAUNCH AND RECOVERY

The "LATERISER" dinghy is an 10-foot CIB inflatable with an outboard. In addition, two four-foot paddles are supplied. The dinghy hangs on a davit on the back above the swim step.

To launch the dinghy, ensure that the drain plug is securely fitted in the transom drain hole. Release the 2 pins holding the dinghy up and lower the dinghy. Before releasing the dinghy from the davits attach the outboard. The fuel tank for the outboard is located on the swim platform. Attach the fuel line to the motor and make sure the motor is in neutral. Squeeze the bulb until it is hard. Rotate the throttle to the start position and choke to start.

NOTE: The dinghy is provided for transporting to the dock when moored out. Please DO NOT BEACH the dinghy since gravel and rocks will damage the bottom. If you need to unload on shore, please be careful.

12. RETURNING TO PORT & CLEANUP PRIOR TO CHECK-IN

UPON RETURNING TO PORT FOR CHECK-IN, BE SURE TO REFILL FUEL

DOCKING PROCEDURES:

Whenever preparing to dock the vessel begin preparations far in advance so you are not rushed and possibly forget something important. Determine in advance on which side of the vessel you will be docking and prepare accordingly. Hang three or four fenders port and starboard. Prior to docking get boat hook out and be ready. Alert your crew so that they are ready to assist. Stow any loose gear (fishing poles, etc.) so it will not get in the way.

Always approach the docking facilities or moorage as slowly as is convenient while maintaining maneuverability. Tie boat with bow, stern and spring lines as necessary to allow the vessel to ride easily and securely when tied. Be sure the boat is securely tied to the dock.

Connect shore power cord to boat and shore connection using appropriate adapter. Inspect the shore connection to make sure of proper alignment of male and female parts. Do not force. The lights on the control panel will indicate if power is on and hooked up with proper polarity (green light). If red light is illuminated, indicating reversed polarity, disconnect shore power connection and seek source of problem. Make sure that the battery charger switch is on the "ON" position.

GENERAL CLEANUP: Remember please use the cutting board and never the countertops for cutting. Please keep things tidy and return anything you use to its proper place.

SMOKING POLICY: DUE TO THE NUMEROUS PEOPLE CHARTERING THE "LATERISER", THIS IS A SMOKE-FREE ENVIRONMENT FOR THE CONSIDERATION OF ALL OF OUR GUESTS. PLEASE LIMIT SMOKING TO THE OPEN DECKS.

HELPFUL HINT: Please, cover the exterior seating and bridge console with the provided canvases every night and when raining to prevent the cushions and electronics from getting wet.

CHECK-LIST WHEN RETURNING TO MARINA

1. Pump out holding tank and add deodorizer.
2. Black fenders out in and position.
3. Dock and spring lines out of stowage and ready to be used.
4. Refuel at fuel dock.
5. Pump out holding tank.
6. Turn off all electronic gear.
7. Turn down the three-110V electronic heater thermostat: to the lowest setting.
8. Turn refrigerator off.
9. Turn oven/range off.
10. Turn icemaker off.
11. Make sure furnace is turned off.
12. Turn off the inverter.
13. Let the charter company personnel know about any discrepancies on the boat – such as mechanical and cleaning problems.

13.WHAT TO BRING & NOT TO BRING

BRING:

Ice Chest, Food and Spices, Paper Towels, Laundry Detergent, Lots of Plastic Bags, Rags, Suntan Lotion, Swimsuits, Sunglasses, Personal Items, Boat Shoes, Foul Weather Gear, Fishing Poles, Fishing Licenses, Cameras and Film, Cards and Games.

DO NOT BRING:

Bedding, pillows, and towels.

Dishes, silverware, glasses, cups, pots and pans.

Household cleaning supplies. These supplies are provided.